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LUFKIN QUOTES OFFICIAL'S NOTE

Gardner's Secretary, Makes Public Letter of Canadian Deputy Minister of Marine That Order-In-Council Cannot Change Modus Vivendi.

The following letter from W. W. Lufkin, private secretary to Congressman Gardner, in comment upon the letter of Hon. A. Piatt Andrew, to Secretary of State Bryan, as published in the Times of yesterday, makes public the official ground for the Congressman's statement that the securing of the continuation of Modus Vivendi privileges in Nova Scotia, without tonnage charge, instead of the \$1.50 per ton as at present operative, could not be done by an Order-in-Council, but would require legislation of Parliament.

The letter follows:
Essex, Mass., August 19, 1914.
To the Editor of the Times:—I have just read in the Times Mr. A. Piatt Andrew's recent letter to the secretary of state with regard to his efforts to secure further concessions for the Gloucester fishing interests. I note that Mr. Andrew is still unconvinced of the fact that the Canadian charge for licenses for fishing vessels cannot be diminished or removed by an order of council. Furthermore, he charges "some of those who have conferred with" the secretary with counselling delay until next winter when the Canadian Parliament shall have reconvened. If he had made a careful study of the subject, he would have known that there was nothing else which could be done. In spite of the fact that Congressman Gardner was thoroughly familiar with all the Canadian statutes bearing on this question, he took the precaution of having the matter looked into by a friend in Canada. I submit herewith a letter from the Honorable A. Johnson, Deputy Minister of Marine and Fisheries, which would appear to be conclusive on this point.

Ottawa, May 9, 1914.
Sir:—In acknowledging your inquiry of the 5th inst. as to whether the fee attached to licenses is-

sued to United States fishing vessels to enable them to buy bait, ice, lines, supplies, etc., can be regulated by the governor in council, or whether legislation is needed, I may say that as the fee is fixed by statute, a copy of which I enclose, and as there is no provision in the statute to authorize the governor and council to change the fee, legislation would be required to do so.

I am Sir,
Your obedient servant,
(Signed) Johnson,
Deputy Minister of Marine and Fisheries.
W. C. J. Hall, Esq., Quebec.

Mr. Andrew further insinuates in his letter that Congressman Gardner has quite lost sight of the request that licenses be granted to American vessels equipped with auxiliary power, as well as those which are not. Again, Mr. Andrew is mistaken. This question has been an issue between the two governments since 1903 when the Canadian government refused such a license to Capt. Solomon Jacobs, and Congressman Gardner has made protests on behalf of his Gloucester and Beverly constituents on at least three different occasions since that time. The trouble has been, however, that the Canadian government has held that they likewise refuse licenses to their own vessels equipped with auxiliary power, and that it was not, therefore, any discrimination to refuse them to American vessels.

Nether this, nor my previous letter is intended as an apology for Congressman Gardner. He needs no apologist, so far as his knowledge and energy in behalf of the American fisheries is concerned. As evidence of this, I cite the opinion of Honorable Elihu Root when he was secretary of state who referred to Congressman Gardner as the best posted man on the American fisheries in the United States.

Very truly yours,
W. W. Lufkin,
Secretary to Congressman Gardner.

HAS NO BEARING ON THIS CASE

Says Mr. Andrew In Reply to Secretary Lufkin's Letter—Ridicules Assertion Regarding Canada Not Granting Licenses to Own Power Craft.

In a letter to the Times this forenoon Hon. A. Piatt Andrew replies to the communication of W. W. Lufkin, secretary to Congressman Gardner, relative to the matter of securing certain concessions for our fishermen in Canadian and Newfoundland waters, which has become a matter of controversy between the rival candidates for the Congressional nomination in the sixth district.

Mr. Andrew writes:

Gloucester, August 21, 1914.

To the Editor of the Times:—I have no intention of engaging in any controversy with Mr. Gardner's secretary, but lest some of your readers may be misled by a hurried reading of his letter or of your headlines in last night's Times, it should be stated that his assertions have not the remotest bearing upon anything that I said in my recent letter to the Secretary of State.

On account of Congressman Gardner's persistent advice to the Secretary to delay action in the matter which the president of the Board of Trade and representatives of the Master Mariners and I had brought to the Secretary's personal attention last February, I felt it advisable to recall to the Secretary that there was no occasion for such delay; that what the joint committee of the Board of Trade and of the Master Mariners primarily asked for was the elimination of the present discrimination against fishing vessels equipped with auxiliary power, in other words, granting of trading licenses to such vessels, and that this could be granted, if the Canadian government were willing, by an Order in Council. This is perfectly clear from the Canadian statute which I quoted for a document sent to me by the Deputy Minister of the Canadian Naval service, which stated in regard to the modus vivendi licenses that "the

terms and conditions thereof should be determined by the Governor Council." (Sub-Section 2 of Section of Chapter 47 of the Revised Statute of Canada).

All that the Congressman's apology says about the fees for these licenses being fixed by law, which everyone knows to be a fact, has nothing to do with this contention, and when he asserts that the Canadian government "refuses licenses to their own vessels equipped with auxiliary power and that it is not therefore any discrimination to refuse them to American vessels," if he refers to the kind of licenses that we are seeking for our own fishing vessels, he makes a statement that is utter nonsense. It is idiotic to suppose that the Canadian government would refuse to any of its own vessels, whether equipped with auxiliaries or not, the right to enter Canadian ports to buy supplies, as those who are directly interested in the fishing business here will know, yet this is what the apologist asks the general public to believe. On the other hand, it is a recognized fact that even the French fishing vessels equipped with power are allowed to get coal and supplies at the Canadian ports. The apologist may be the final seat of authority upon mercenary methods of conducting political campaigns, but he would do well to confine his attention to those fields in which he is an acknowledged expert.

It is indeed unfortunate that the intervention of our representative and his secretary in these matters has apparently checkmated an effort to accomplish something which, until they intervened, bore good promise of bringing needed relief to Gloucester's fishing interests.

I trust it will be unnecessary to make further demands upon your courtesy for space in connection with this matter.

Sincerely yours,
A. PIATT ANDREW.

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ARRIVALS HERE ARE VERY LIGHT

Sch. Georgia, Capt. John G. Stream, arrived yesterday afternoon from a halibut trip, having 25,000 pounds fresh halibut, and 9000 weight salt cod. The halibut sold to the New England Fish Company.

Other arrivals were schs. Benj. A. Smith from Boston with 93 barrels salt mackerel; Aspinet, Boston, 70,000 pounds fresh fish; Lottie G. Merchant, seining, 2000 pounds fresh mackerel, 100 barrels salt; sch. Etta Mildred, via Boston, 1500 pounds fresh fish.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Georgia, Georges, 25,000 lbs. fresh halibut, 9000 lbs. salt cod.

Sch. Benj. A. Smith, via Boston, 93 bbls. salt mackerel.

Sch. Aspinet, via Boston, 70,000 lbs. fresh fish.

Sch. Lottie G. Merchant, 2000 lbs. small fresh mackerel, 100 bbls. salt mackerel.

Sch. Etta Mildred, via Boston, 1500 lbs. fresh fish.

Str. Sam and Priscilla, via Boston.

Str. R. J. Killick, via Boston.

Vessels Sailed.

Sch. Mary F. Sears, haddocking.

Sch. Mary P. Goulart, haddocking.

Sch. Flora L. Oliver, haddocking.

Sch. Norma, seining.

Sch. Evelyn M. Thompson, seining.

Steamer Thelma, seining.

Steamer Sam and Priscilla, seining.

Sch. Rex, halibuting.

Sch. Etta Mildred, drifting.

Sch. Matthew S. Greer, Boston.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large \$5 per cwt.; medium, \$4.25; snappers, \$3.00.

Georges halibut, codfish, large, \$5; medium, \$4.25.

Eastern halibut codfish, large, \$4.25; medium, \$3.75; snappers, \$3.

Salt trawl bank codfish, large, \$4; medium, \$3.50.

Salt drift codfish, large, \$4.50; medium, \$4.

Cush, large, \$3; medium, \$2; snappers, \$1.50.

Haddock \$2.50.

Hake, \$1.80.

Pollock, \$1.75.

Flitched halibut, 8 1-2c, 6c and 3c per lb.

Salt medium mackerel, \$17 per bbl.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Western cod, large, \$2.40; medium, \$2; snappers, 75c.

Eastern cod, large, \$2.15; medium, \$1.85; snappers, 75c.

Drift cod, large, \$2.40; medium, \$2.

All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.30.

Cusk, large, \$1.65; medium, \$1.20; snappers, 60c.

Pollock, \$1.

Small pollock, 60c per bbl.

Fresh halibut 8 1-2c per lb. for white 6 1-4c for small gray and 4c for large gray.

Large shore herring, \$3 per bbl. for bait; \$2 t freezer; \$1.75 to salt. Fresh mackerel, 25c each for large, 18c for medium, 5c per lb. for tinkers. Fresh shad, \$2.50 per bbl. Fresh halibut, 9c per lb. for white 7cs for small gray and 5c for large gray.

Whiting, 60c per bbl.

BIG FARE FOR CHARLIE COLSON

Sch. Natalie Hammond, Capt. Charles Colson, is at Boston this morning with a dandy fresh halibut fare, his haul being for 40,000 pounds in addition to 5000 pounds salt cod. This is the best trip yet of the trim new craft which started out the first of the year.

Mackerel were in goodly supply, but there were but few arrivals of ground-fish, the only trips of size being those of schs. Priscilla Smith, Ellen and Mary and Josephine DeCosta.

Dealers paid \$1.50 to \$2 a hundred pounds for haddock, \$6 for large cod, \$2.25 for market cod, \$2.25 for pollock and 10 cents for white, and seven and eight cents a pound for fresh halibut. Swordfish climbed high again, bringing 18 cents to 20 cents a pound.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Saladin, 40,000 lbs. small fresh mackerel, 120 bbls. salt mackerel.

Sch. Natalie Hammond, 5000 salt cod, 1 swordfish, 40,000 halibut.

Sch. Priscilla Smith, 90,000 haddock, 23,000 cod, 2 swordfish, 5000 pollock, 300 halibut.

Sch. Josephine DeCosta, 42,000 haddock, 11,000 cod, 2000 pollock.

Sch. Genesta, 45,000 haddock, 8500 cod, 7000 pollock.

Sch. Thomas Brundage, 1500 haddock, 30,000 cod, 1500 pollock.

Sch. Ellen and Mary, 60,000 haddock, 19,000 cod, 9 swordfish, 1500 halibut.

Sch. Emily Sears, 1000 haddock, 500 cod, 11,000 pollock.

Str. Philomena, 20,000 lbs. small fresh mackerel.

Str. Margaret L., 30,000 lbs. small fresh mackerel.

Sch. Vesta, 20,000 lbs. small fresh mackerel.

Str. Water Witch, 20,000 lbs. small fresh mackerel.

Sch. Veda M. McKown, 18,000 lbs. small fresh mackerel, 100 bbls. salt mackerel.

Str. Carrie and Mildred, 20,000 lbs. small fresh mackerel.

Sch. Buema, 20,000 haddock, 28,000 cod, 3000 pollock.

Haddock, \$1.50 to \$2 per cwt., large cod, \$6; market cod, \$2.25; pollock, \$2.25; halibut, 10 cents per lb. for white and 7 cents and 8 cents for gray; swordfish, 18 cents to 20 cents per lb.; small fresh mackerel, 3 cents to 3 1-2 cents per lb.

Going to Newfoundland.

Sch. Annie M. Parker, under command of Capt. John Belong, and sch. J. J. Flaherty, under command of Capt. John Campbell, will make a trading trip to Newfoundland.

LOW PRICE DIDN'T SUIT MATHESON

High Line Twiner Wouldn't Sell B
Fresh Mackerel Fare at Prices Offered
at Boston—Will Come Here
and Split Them.

With another of those gilt-edged trips for which he is famous, Capt. John Matheson brought sch. Saladin, high line of the seining fleet, into Boston this morning with 40,000 pounds of fresh medium mackerel and 120 barrels salt. The fresh ones were taken off Barnstable Bay, where fish have been schooling the past few days.

Others of the fleet in are steamers, Philomena, 20,000 pounds; Margaret L., 30,000 pounds; Water Witch, 20,000 pounds; Carrie and Mildred, 20,000 pounds; schs. Veda M. McKown, 18,000 pounds fresh and 100 barrels salt; Vesta, 20,000 pounds.

Steamer Margaret L. set around an enormous school. She took all she could hold, shipping 45 barrels from Provincetown and giving away the

rest in her seine to the Vesta.

Sch. Lottie G. Merchant, Ralph Webber, arrived yesterday afternoon from off Chatham, having 1000 pounds fresh medium mackerel, 100 barrels salt. Sch. Mary E. H. also came out of the bay and went Chatham when the Merchant, taking 50 barrels which were salt.

Fresh medium mackerel took drop this morning, selling at Boston from three cents to three and half cents a pound.

On account of the low prices this morning, Capt. John Matheson, sch. Saladin, figured that he could better by salting his fish, so the trip will come here and be split. Mackerel, last sales, brought \$1 barrel, with chances of going higher.

TRYING OUT NEW PATENTED SEINE

Sch. Rob Roy, Capt. Lemuel Firth is trying out a new patented seine this trip out, which if successful may make somewhat of a revolution in the present construction of the mackerel seine.

The inventor, whose name is withheld, is a fisherman who has fished out of here on some of the best of the crafts and has devised this patent arrangement, which he believes will be

successful. It consists of a large net hung to the bottom of a seine, exactly an apron, although similar to a device tried out years ago. The net is 700 meshes deep, with an addition on the bottom, making 1000 meshes total depth. The nets are different and there are some details which will be worked out. A party is a member of Capt. Firth's crew and is observing the results of the experiment on his invention.

Bait at Baccaro.

A dispatch to Capt. Henry M. Atwood of the Atlantic Maritime company, received this morning says there is plenty of good sized bait in the traps at Baccaro, N. S.

On the Railways.

Yacht Cachalot and steamer Wissoe are on Parkhurst's ways.

Sch. Patriot is on the Rocky Neck railways.

Halibut at Portland.

Sch. Waldo L. Stream was at Portland yesterday with 25,000 pounds fresh halibut.

GOOD STOCK FOR MARTIE WELCH

Sch. Benjamin A. Smith, Capt. L. Welch of the Gorton-Powers Co., fleet of seiners, \$3857.49 and the crew shared on her settlement made this morning. The vessel is equipped with a lary engine and an automatic

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ASPINET HAS A MAN ASTRAY

Sch. Aspinet arriving here yesterday afternoon, from Boston, reports the loss of James Richards, one of the crew, who strayed from the craft in a thick fog, Saturday.

Richards had food with him and as it was calm at the time, Capt. Brigham believes that he has been picked up by this time.

Portland Pilot-Dead.

Capt. James L. Johnson, dean of Portland pilots and one of the most competent navigators along the Atlantic coast, died at his home, 5 George street, Deering District, Portland, Sunday. Capt. Johnson was 49 years of age and while he had been in poor health for many months he attended to his duties as a port pilot all last winter. Recently he was operated on for cancer of the stomach, but failed rapidly and was taken to his home Friday.

N. S. Bait Report.

Musquodoboit Harbor, August 14.—Sixty barrels herring Owl's Head; 10 barrels Eastern Passage.

L'Ardoise, August 15.—Landed bait at Rockdale 45 barrels, L'Ardoise 15 barrels; Lower L'Ardoise, 8 barrels.

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War Affects Gaspé Catch.

Says the Halifax Maritime Merchant.

A. H. Whitman, who last week returned from an inspection visit of the Robin, Jones and Whitman stations on the New Brunswick and Gaspé Coasts, says that up to the end of July the codfishery in that section was 25 per cent. ahead of last year, and quite equal to an average year. As a result, said Mr. Whitman, fishermen were feeling very well satisfied; for coupled with the good catch, prices were the highest in their experience, and things looked to be shaping toward an exceedingly good year. But alas! the war. Buying of codfish has now practically ceased, for no one knows at present what chance there will be of getting fish marketed in countries where the Gaspé cure is the quality required. Of course the trade in transportation and rate of exchange will improve and if Britain can control the sea no doubt they will do so. But until that expectation has been demonstrated the situation will likely remain as indicated above, and the result will be a large shortage in the catch.

Italy's Imports of Dried Fish.

Italy's imports of codfish last year were nearly 42 million kilogrammes. Of this according to the consular report she got a little over 16 million from Norway and nearly 13 million from Canada.

We think the latter figures must be intended for Newfoundland. We also note that she imported about a million kilogrammes from the United States, but this we fancy was principally Canadian production. —Halifax Maritime Merchant.

BLUEBACKS ARE SHOWING AGAIN

Bluebacks are showing again, steamer Doris taking a school of 60 barrels which were put in the freezer.

The only arrivals here today were schs. Saladin and Veda M. McKown, down from Boston with salt mackerel fares; Natalie Hammond from Boston with 5000 pounds salt cod and Priscilla Smith, also from Boston with 105,000 pounds fresh fish.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Natalie Hammond, via Boston, 5000 lbs. salt cod.

Sch. Priscilla Smith, via Boston, 105,000 lbs. fresh fish.

Sch. Veda M. McKown, via Boston, 200 bbls. salt mackerel.

Sch. Saladin, via Boston, 280 bbls. salt mackerel.

Sch. Waldo L. Stream, via Portland. Str. Doris, seining, 60 bbls. fresh bluebacks.

Vessels Sailed.

Sch. Annie M. Parker, Newfoundland.

Sch. Fannie A. Smith, North Bay mackerel trip.

Str. R. J. Killick, seining.

Steamer Orion, seining.

Sch. Lottie G. Merchant, seining.

Sch. Marsala, Georges handlining.

Sch. Bay State, halibuting.

Sch. John Hays Hammond, halibuting.

Sch. Margaret, halibuting.

Sch. Mary F. Curtis, shacking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large \$5 per cwt.; medium, \$4.25; snappers, \$3.00.

Georges halibut, codfish, large, \$5; medium, \$4.25.

Eastern halibut codfish, large, \$4.25; medium, \$3.75; snappers, \$3.

Salt trawl bank codfish, large, \$4; medium, \$3.50.

Salt drift codfish, large, \$4.50; medium, \$4.

Cush, large, \$3; medium, \$2; snappers, \$1.50.

Haddock \$2.50.

Hake, \$1.80.

Pollock, \$1.75.

Flitched halibut, 8 1-2c, 6c and 3c per lb.

Salt medium mackerel, \$17 per bbl.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Western cod, large, \$2.40; medium, \$2; snappers, 75c.

Eastern cod, large, \$2.15; medium, \$1.85; snappers, 75c.

Drift cod, large, \$2.40; medium, \$2.

All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.30.

Cusk, large, \$1.65; medium, \$1.20; snappers, 50c.

Pollock, \$1.

Small pollock, 60c per bbl.

Fresh halibut 8 1-2c. per lb. for white 6 1-4c for small gray and 4c for large gray.

Large shore herring, \$3 per bbl. for bait; \$2 t freezer; \$1.75 to salt.

Fresh mackerel, 25c each for large, 18c for medium, 5c per lb. for tinkers.

Fresh shad, \$2.50 per bbl.

Fresh halibut, 9c per lb. for white 7c for small gray and 5c for large gray.

Whiting, 60c per bbl.

PLENTY FISH AT NEW PIER

Groundfish and swordfish were in good supply at Boston today, several off shore fares arriving yesterday with haddock and cod, chiefly.

Four swordfishermen with a total of 288 fish were in. Notwithstanding the large receipts, prices declined but little, swordfish bringing from 13 cents to 16 cents a pound.

Prices paid wholesale, were haddock \$1.50 to \$1.65 a hundred pounds, \$4.25 to \$4.50 for large cod, \$1.75 to \$1.80 for small cod, \$2 for hake and \$1.50 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Foam, 50,000 haddock, 5000 cod, 1500 pollock.

Sch. Alice, 2000 haddock, 26,000 cod, 1000 pollock.

Sch. Lochinvar, 42 swordfish.

Sch. Yankee, 95 swordfish.

Sch. Adeline, 20,000 haddock, 20,000 cod, 2 swordfish, 2000 pollock.

Sch. Ralph Brown, 30,000 haddock, 11,000 cod, 1000 pollock, 8 swordfish.

Sch. Lucania, 8000 haddock, 22,000 cod, 5000 hake, 9000 pollock.

Sch. Matchless, 27,000 haddock, 13,000 cod, 7000 pollock.

Sch. Delphina Cabral, 45,000 haddock, 22,000 cod, 4000 pollock.

Sch. Philip P. Manta, 22,000 haddock, 10,000 cod, 4000 pollock.

Sch. Gladys and Nellie, 28,000 haddock, 5500 cod, 2000 pollock.

Sch. Josie and Phoebe, 45,000 haddock, 11,000 cod.

Sch. Annie Perry, 10,000 haddock, 15,000 cod, 4000 pollock.

Sch. Jorgina, 25,000 haddock, 25,000 cod, 10,000 pollock.

Sch. Good Luck, 3000 haddock, 29,000 cod.

Str. Thelma, 14,000 lbs. small fresh mackerel.

Sch. Eleanor, 42 swordfish.

Sch. Motor, 48 swordfish.

Haddock, \$150 to \$1.65 per cwt.; large cod, \$4.25 to \$4.50; market cod, \$1.75 to \$1.80; hake, \$2; pollock, \$1.50; swordfish, 13 to 16 cents per lb.; small fresh mackerel, 8 1-4 cents per lb.

The Lunenburg Fleet Report.

The last report from the Lunenburg bankers said that fish had been more plentiful lately but it seems to be the opinion there that notwithstanding the recent improvement the catch this year will be below the usual average says the Halifax Maritime Merchant.

Now that war is on we may naturally expect to hear of a good many vessels scurrying for shelter in case they should be the recipient of a shot from a German war vessel cruising in these parts. That there will not be many fishermen of either British or French nationality left on the fishing grounds once the news of the war reaches there may be taken for granted, and this being so there will no doubt be a very considerable reduction in the world's catch of codfish this season.

THE SITUATION AT HALIFAX

The fish trade today is like the old woman who lived in a shoe. They are faced with so many difficulties they don't know what to do. They don't feel like shipping to the West Indies, for obvious reasons; they cannot ship to the Mediterranean with any assurance that if the fish reached there, the returns would be satisfactory; they are almost in as bad a position with regard to Brazil, and so about the only thing they can do is to cease buying codfish, or if they do buy it to make the price considerably lower than has been ruling for some time; we understand that some offers are being made of a dollar per quintal reduction in the old quotations. Fortunately the merchants they have no fish while in stock. Not in our recollection have Halifax warehouses and fish sheds been as empty as they are today. The drop in price therefore will fall directly on the producer, fishermen, though of course it is impossible that the exporters may also lose money, for no one can really estimate what the return from foreign shipments will be. It may be so poor that even present prices will not save the exporter. He is taking that chance and he may not prove to have hit it correctly.

So far as the British West India trade is concerned, if the British fleet is successful in clearing these waters of Germans, there should be no further difficulty in marketing our fish in that section; the handicap to business will be the decrease in West India requirements and the cost of exchange. At present no doubt a good deal of business will be done through New York on account of both Cuba and Porto Rico, and it is felt that the prospective orders from these islands will be more than sufficient to absorb all the dried fish that is in Halifax at present; consequently while exporters are offering a dollar less for new supplies, they have not found it necessary to make any change in their selling price for West Indian business.

We asked one exporter what he thought of the prospect for business in the Mediterranean. He said, very poor. The troubles are these:—First the price of exchange is terrific; second Italy is neutral today, but she might be Germany's ally tomorrow; and third, if she did continue friendly the number of ships of the Italian line to New York is not very many and the government will probably commandeer them for special service. The outlook therefore for Mediterranean business is pretty blue at the moment, and the trade are hoping that the situation will be relieved before the Newfoundland and Labrador catch is ready for market.

Since writing the above we learn that business on the water front has absolutely stopped. Nobody is buying, so therefore there are no prices to be quoted by us on this occasion. —Halifax Maritime Merchant.

N. S. Bait Report.

Barrington, August 18.—Eighty-five barrels Woods Harbor; 100 barrels Baecaro.